

BookletChart™

Saipan and Tinian

NOAA Chart 81067

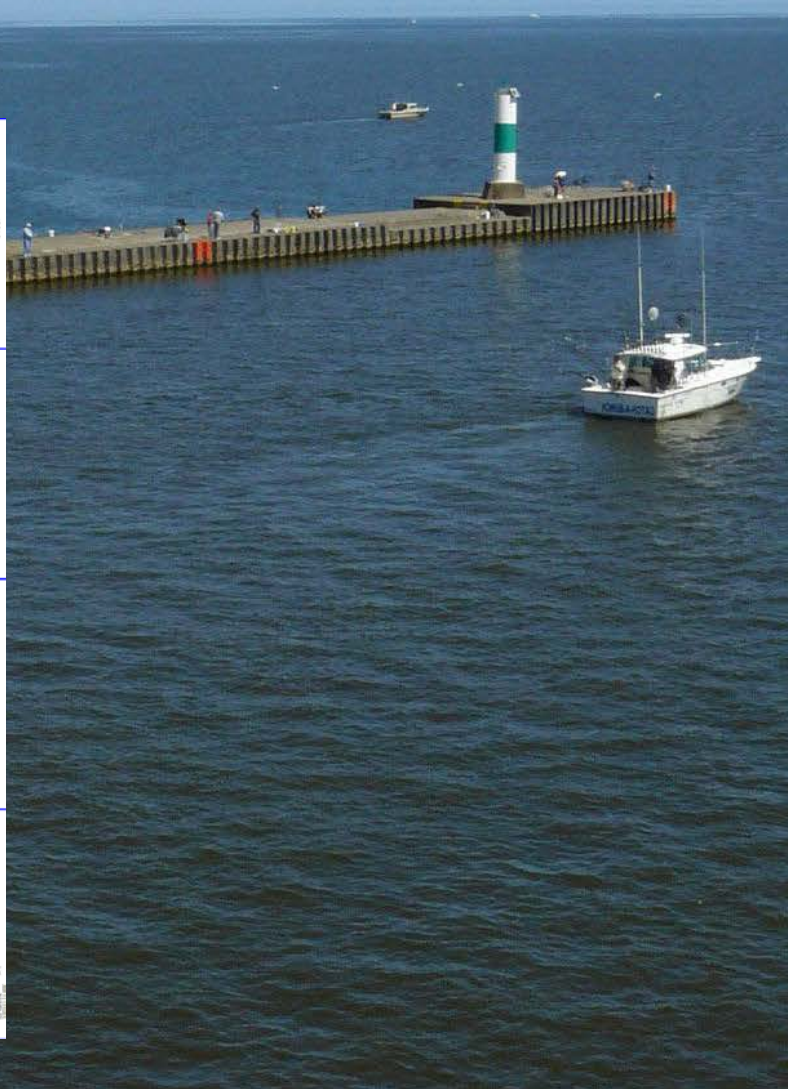
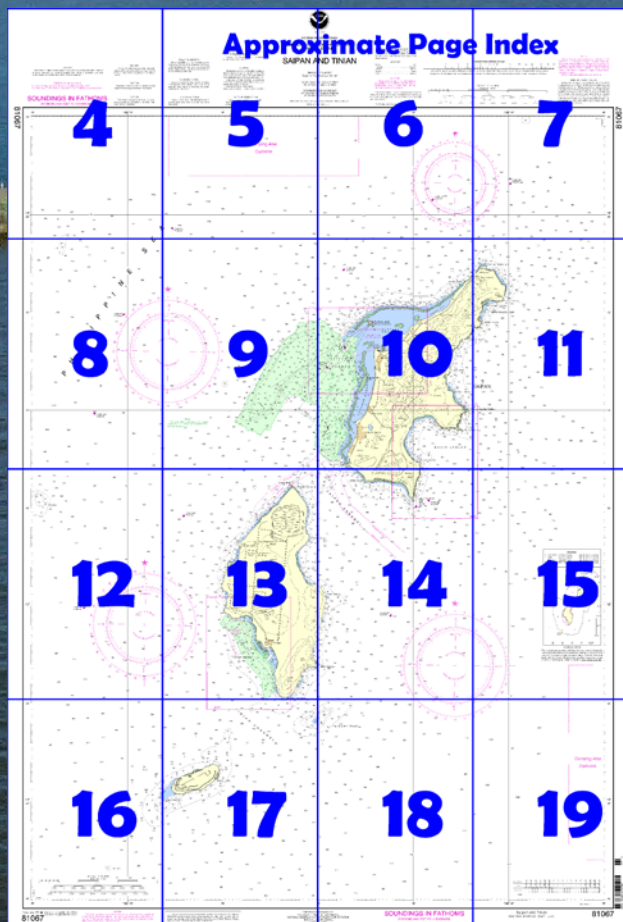


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=81067>.



(Selected Excerpts from Coast Pilot)

Aguijan Island (14°51'N., 145°33'E.) is about 022°, 42 miles from Rota Island, and it has steep, inaccessible shores. Naftan Rock is about ½ mile southwest of the island's southwest end.

Off-lying banks and dangers.—Esmeralda Bank, about 17 miles northwest of Aguijan Island, has a least depth of about 33 fathoms (60 meters), and can be recognized by the discoloration of the water, which has the appearance of sulphur being emitted. A 30 fathom (54 meters) bank, marked by boiling sulphur, is about 20 miles northwest of Aguijan Island. Banks with greater depths are charted in this vicinity.

A bank, with a depth of 19 fathoms (34 meters) over it, is about 5 miles southwest of Aguijan Island.

Tatsumi Reef, centered about 2 miles southeast of the southern end of Tinian Island, is on the northeast side of Tinian Channel. A patch with a depth of 13 fathoms (24 meters) over it is 14 miles west of the north end of Tinian Island.

Tinian Island (15°00'N., 145°38'E.) is northeast of Aguijan Island and it is separated from it by Tinian Channel.

Tinian Harbor is the name given to the area lying off the southwestern shore of Tinian Island, fronting the town, and including the swept area best shown on the chart.

The inner harbor area off Tinian is protected from the sea by a breakwater constructed on the reef that fronts the town. The north end of the breakwater was in ruins (2005). An entrance channel, marked by lighted and unlighted buoys, is entered about ½ mile S of the head of the breakwater and leads NE and NW to a basin off the town of Tinian. In 2007, the controlling depths were 28 feet (8.5 meters) in the entrance channel with lesser depths to 26 feet (7.9 meters) along the edges of the channel, thence 24 feet (7.3 meters) in the basin. A smokestack is about 0.6 mile NNW of the inner harbor in about 14°58'25"N., 145°36'55"E.

Anchorage.—Anchorage may be found, in depths of 10 to 20 fathoms (18.3 to 37 meters), sand and coral, good holding ground, off Tinian; however, it is unsafe during the Southwest Monsoon. During westerly winds anchorage may be found in a bay on the northeast side of Tinian Island between Puntan Masalok and Puntan Asiga, in depths of 15 to 25 fathoms (27 to 46 meters); however, this anchorage is reported untenable during strong easterly and northeasterly winds.

Explosive anchorages are off the west shore of Tinian Island, off **Puntan Diablo** (see **110.239**, chapter 2, for limits and regulations.)

A **security zone** is off the west shore of Tinian Island, between Puntan Diablo and the village of Tinian (see **165.1403**, chapter 2, for limits and regulations).

Pilotage.—Vessels must obtain permission and acquire a pilot from the authorities at Saipan before entering the harbor. Entering and exiting port is permitted only during daylight hours and "Tinian Port Control" monitors VHF-FM channel 16.

Saipan Island (15°10'N., 145°45'E.), the second largest of the Mariana Islands, is northeast of Tinian Island and is separated from it by **Saipan Channel**. Saipan Channel is deep and clear of known dangers.

Saipan Harbor (15°12'N., 145°41'E.), lying on the west side of Saipan Island, includes the outer anchorage, **Garapan Anchorage** and the inner harbor, **Puetton Tanapag**.

Regulated navigation area.—A security zone has been established in Saipan Harbor. (See **33 CFR 165.1405**, chapter 2, for limits/regulations.)

Caution.—A sewer outfall extends from a position about 200 yards southwest of the southwest corner of Pier C to a position about 600 yards north-northwest of the northwest corner of the same pier. Unexploded ordnance reported to lie within Anchorage Berth L8.

Okino Reef (15°12'41"N., 145°41'48"E.), an isolated shallow area in Garapan Anchorage, has a least depth of 6 feet and is marked by a buoy on the W side.

Some mooring buoys and many wrecks are in the harbor.

Pilotage.—Pilotage is compulsory; pilots board vessels in the vicinity of Tanapag Harbor Approach Lighted Buoy T.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Honolulu	Commander	
	14th CG District	(808) 535-3333
	Honolulu, HI	

Table of Selected Chart Notes

Corrected through NM Feb. 14/09
Corrected through LNM Feb. 10/09

Mercator Projection
Scale 1:75,000 at Lat 15° 05'

World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, U.S. Navy, and other sources.

CURRENT OBSERVATIONS

Harbor currents are light and variable
Maximum rate 0.2 knot
Average set 210°

NOTE B

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

HEIGHTS

Heights in meters above mean sea level.
Values of heights in feet shown thus: (430 ft)
Contour interval 50 meters (approximately 164 ft).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, Hawaii or at the Office of the District Engineer, Corps of Engineers in Honolulu, Hawaii.

Refer to charted regulation section numbers.

NOTE

The area tinted green was wire dragged (1916-1944) to various depths indicated in feet, for example: 52

524

326

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1495 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

Differences in latitude and longitude may exist between this and other charts of the area; therefore, the transfer of positions from one chart to another should be done by bearings and distances from common features.

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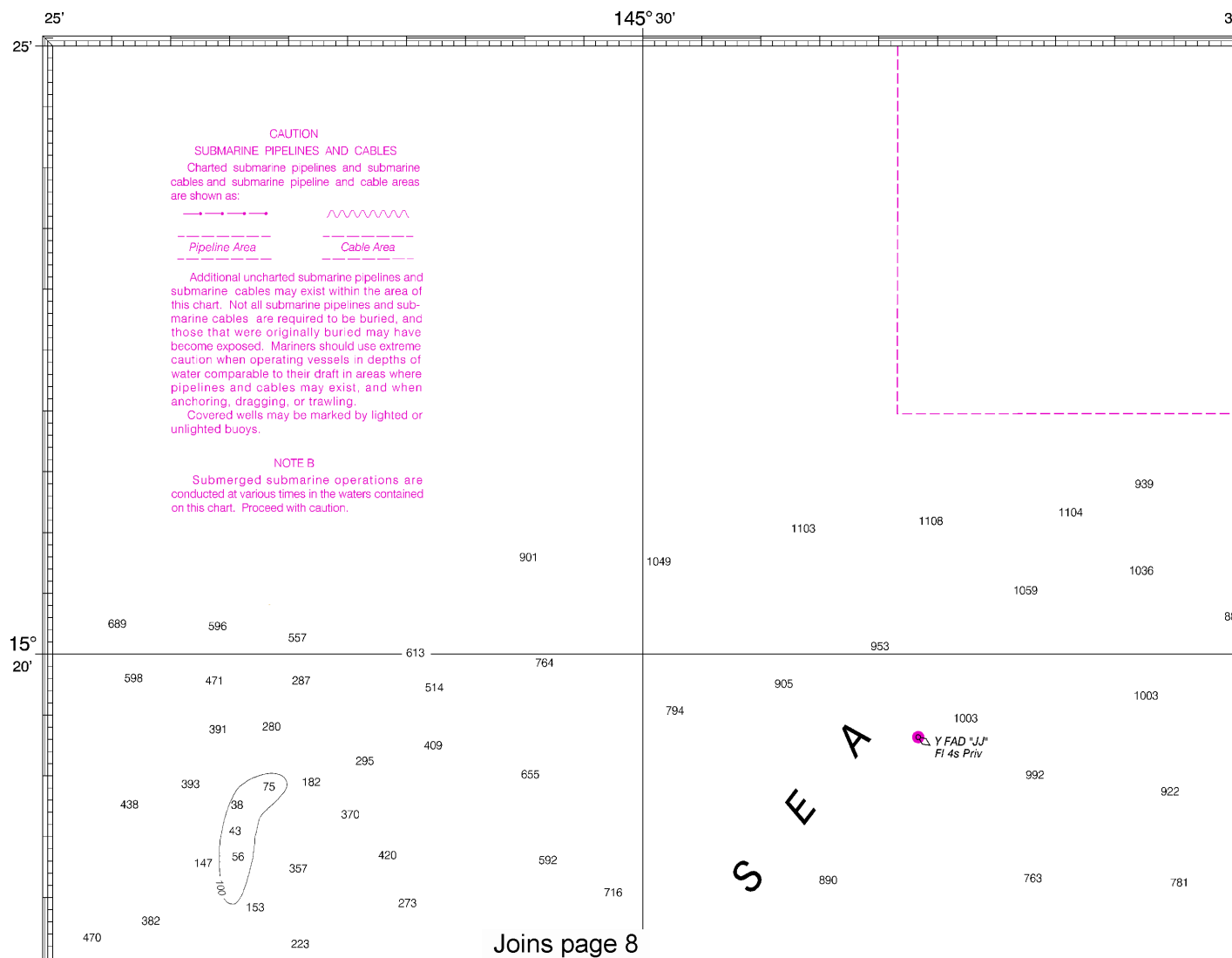
CAUTION
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AIDS TO NAVIGATION
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SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

81067



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Note: Chart grid lines are aligned with true north.



THE NATION'S CHARTMAKER SINCE 1807

NORTH PACIFIC OCEAN
COMMONWEALTH OF THE NORTHERN
MARIANA ISLANDS

SAIPAN AND TINIAN

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

CURRENT OBSERVATIONS

Harbor currents are light and variable
Maximum rate 0.2 knot
Average set 210°

Mercator Projection
Scale 1:75,000 at Lat 15° 05'

World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

1st Ed., Apr. 1944 KAPP 2872

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, U.S. Navy, and other sources.

GLOSSARY

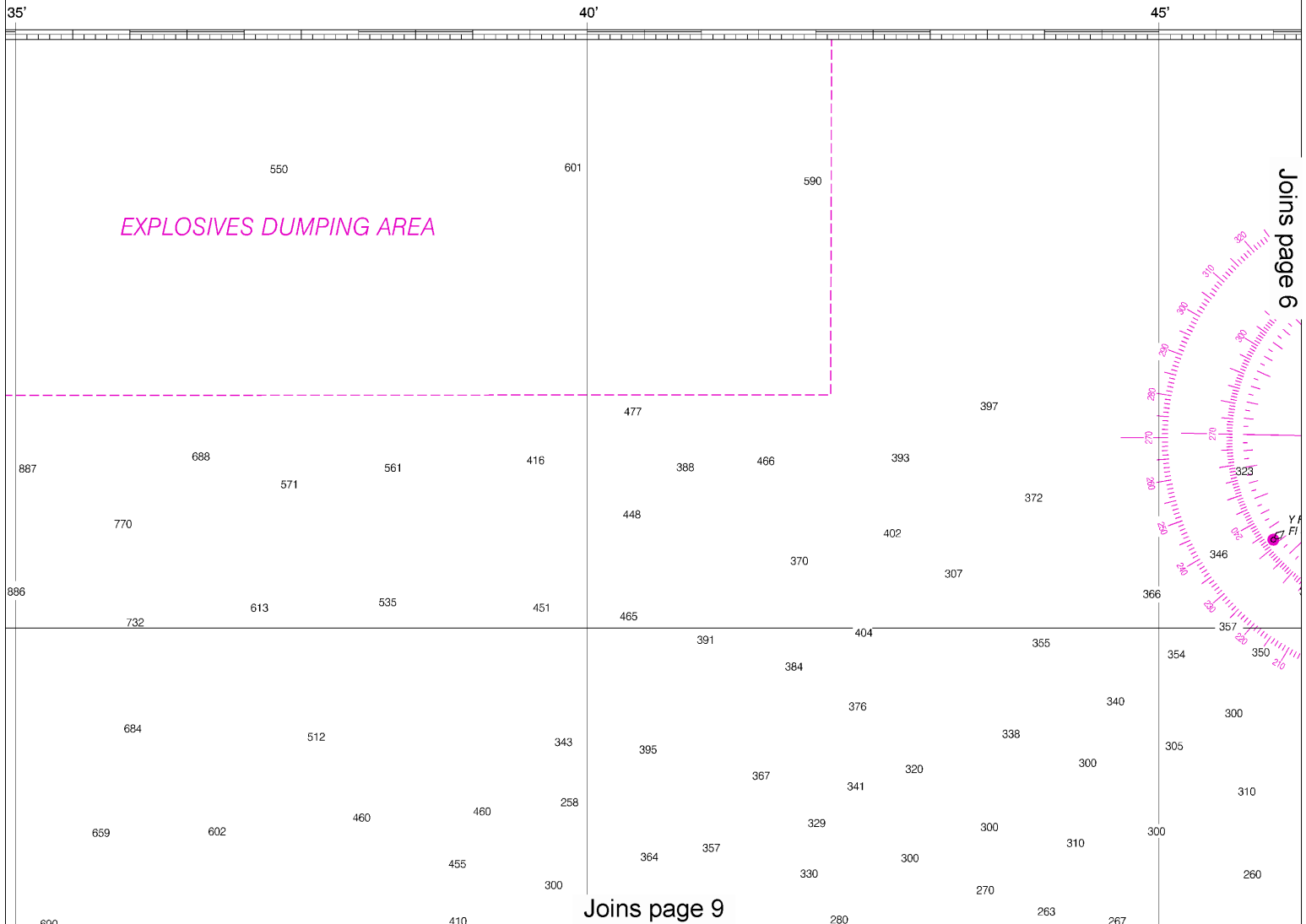
Bahia bay
Lagunan lagoon
Puelton harbor
Puntan point
Unai beach

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

This chart is based in whole or in part on information from other than official U.S. Government sources, as indicated. Copyright restrictions of the country of origin continue to exist.

For Symbols and Abbreviations see Chart No. 1



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:100000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807

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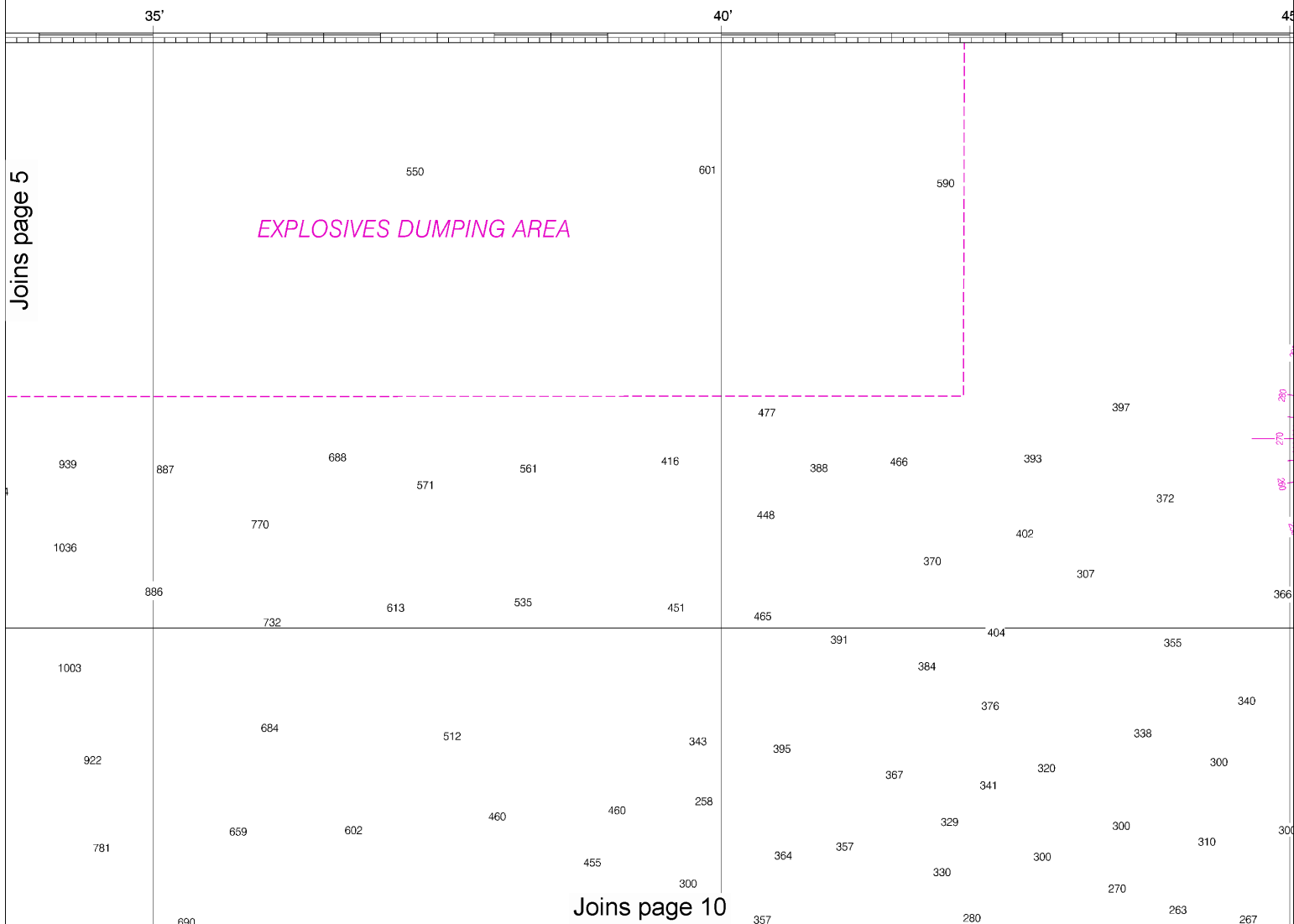
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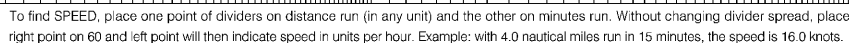
Joins page 5

Joins page 10



Note: Chart grid
lines are aligned
with true north.

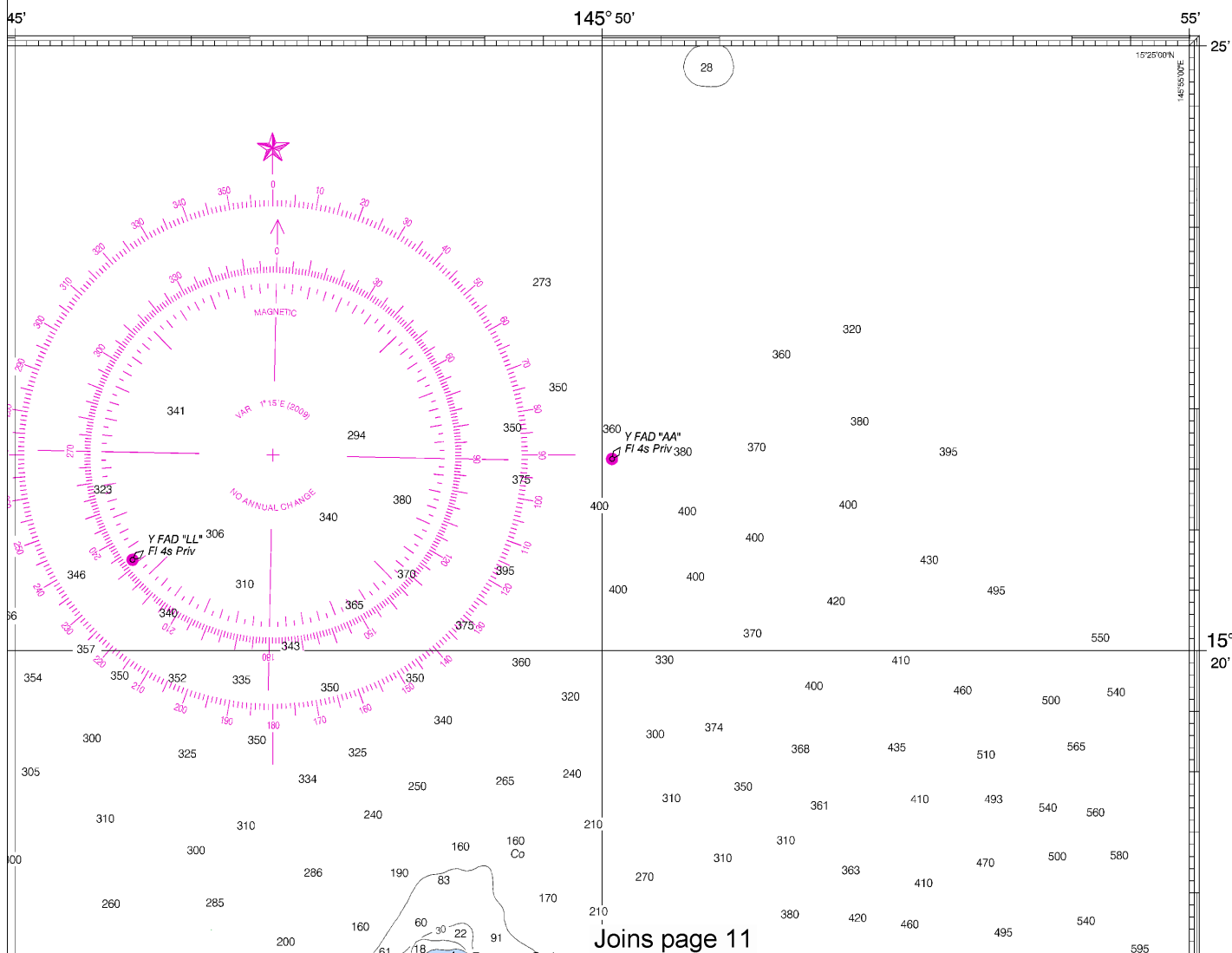
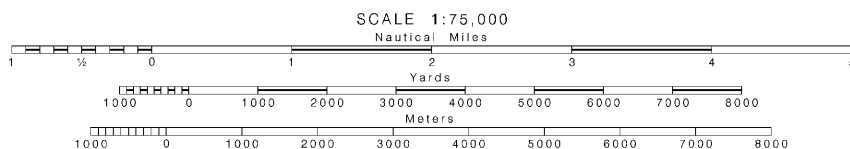
No. 1



Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, Hawaii or at the Office of the District Engineer, Corps of Engineers in Honolulu, Hawaii.

Refer to charted regulation section numbers.

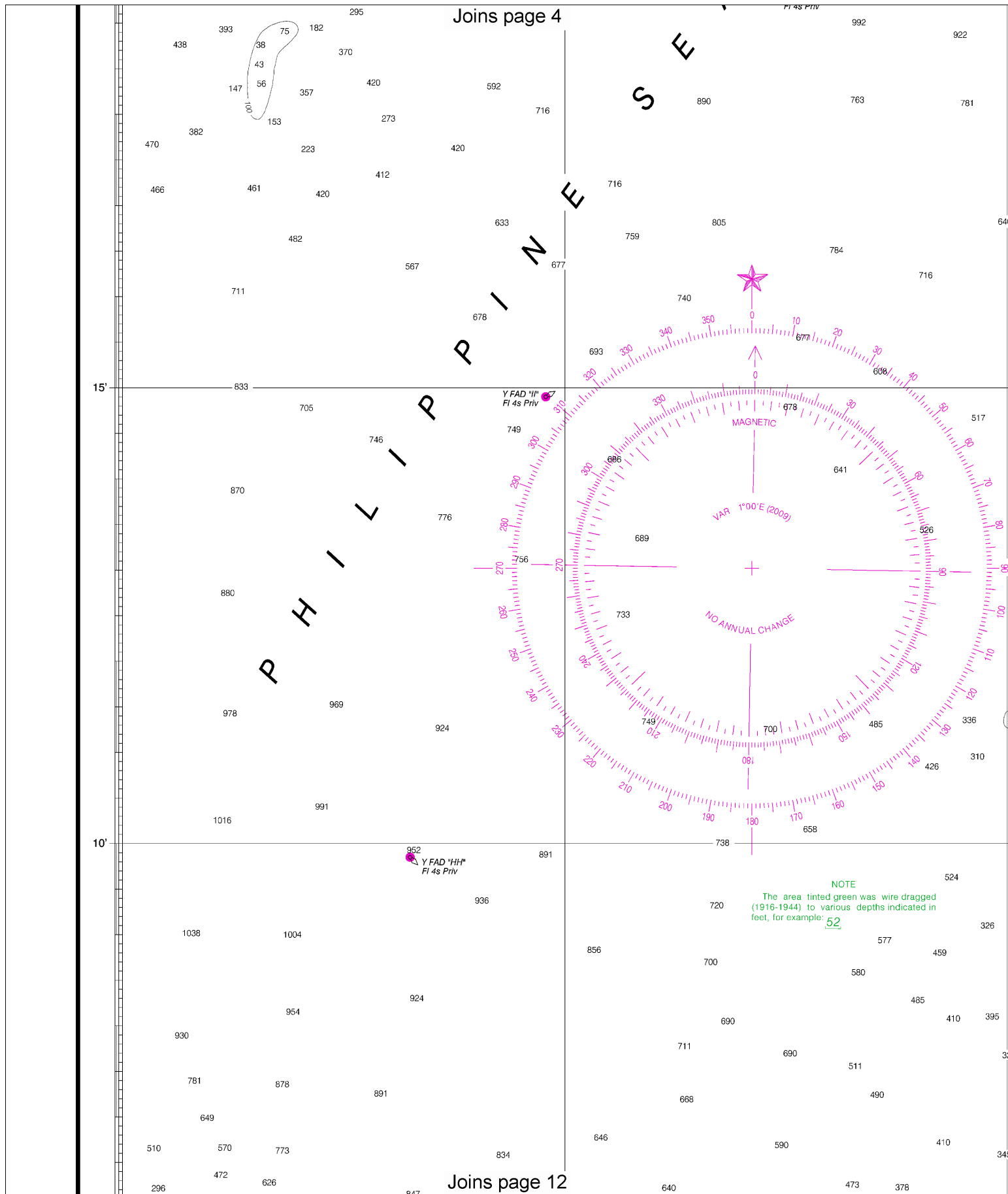
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-6683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

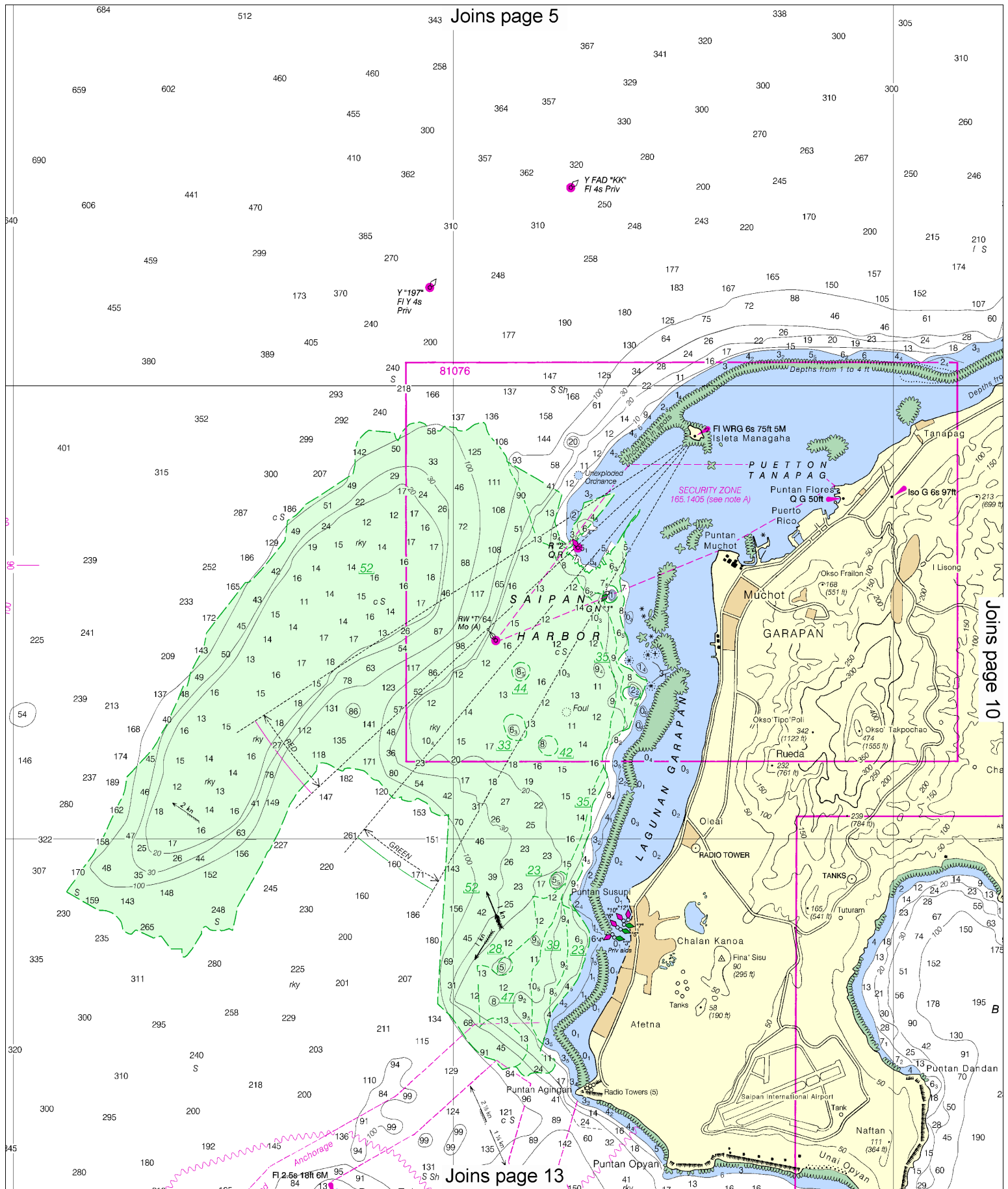


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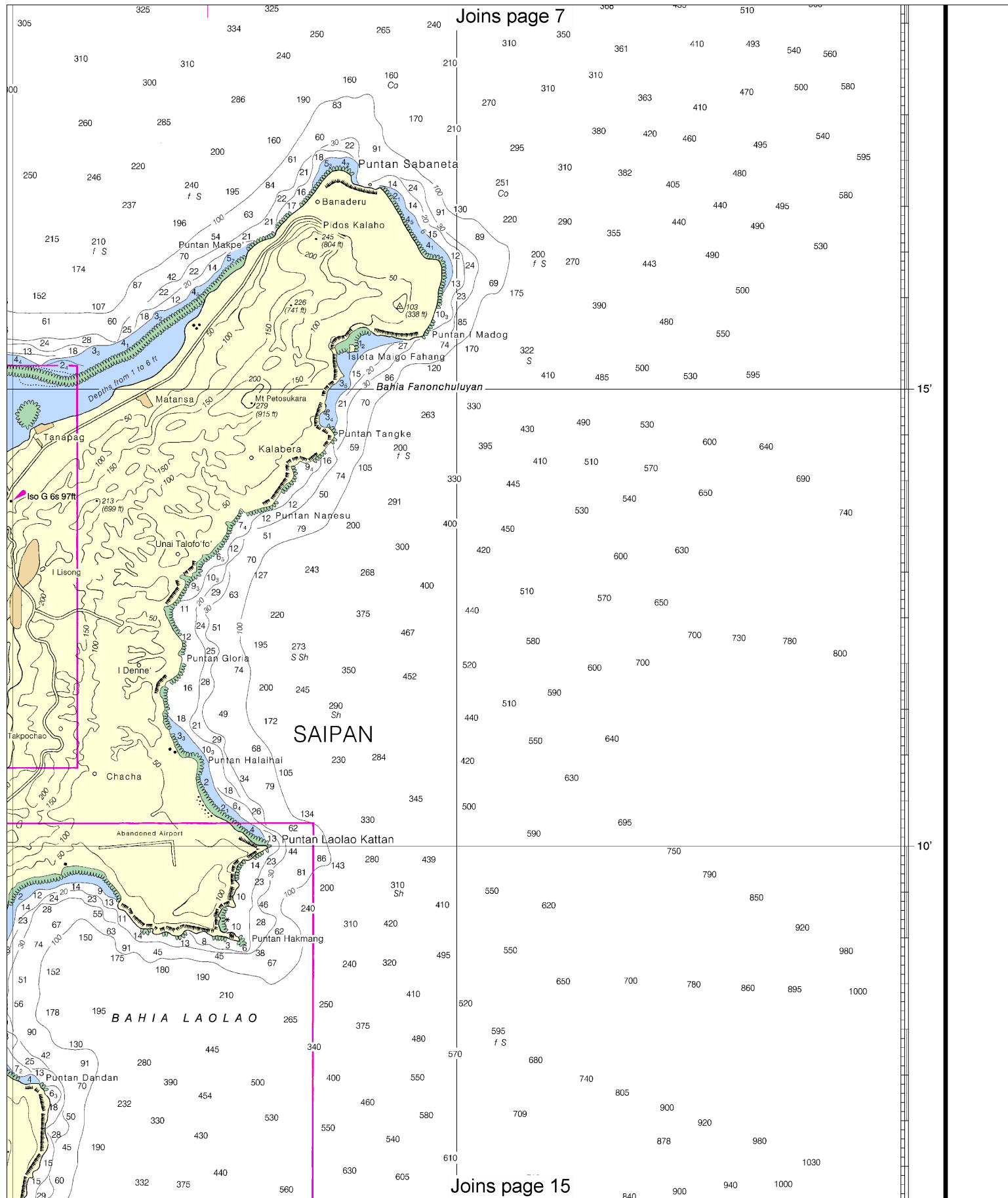
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: n/a.

7





Joins page 7



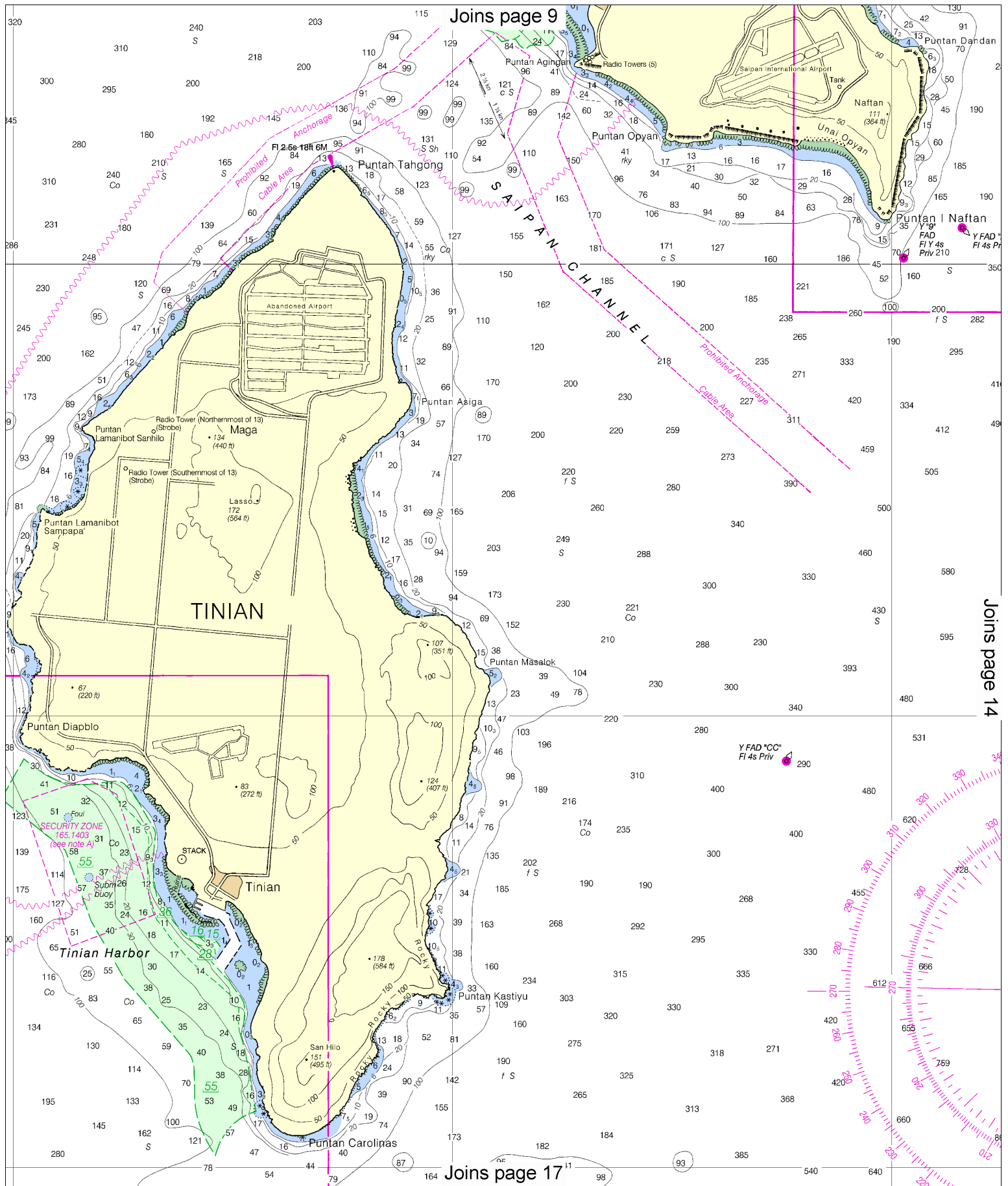
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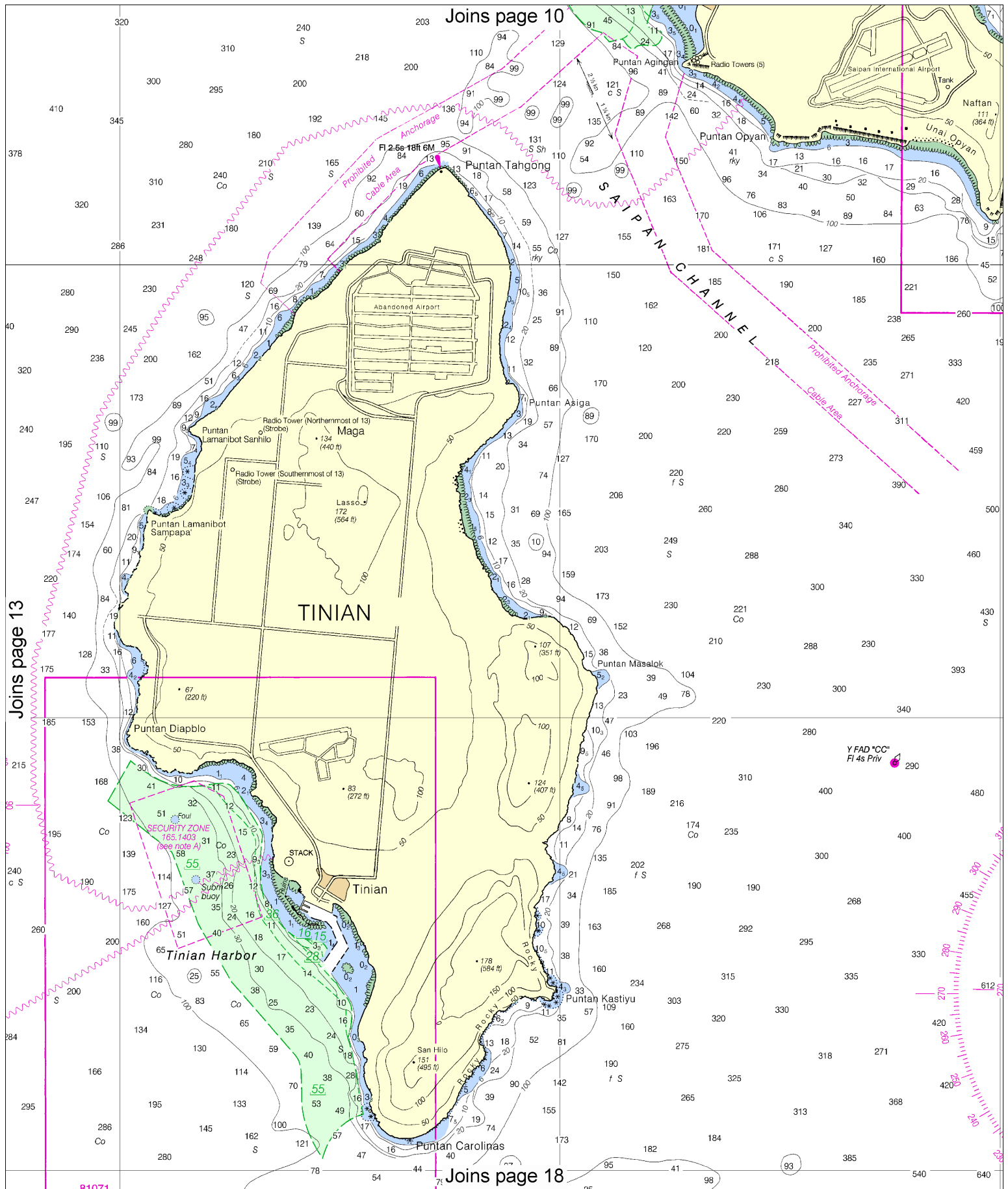
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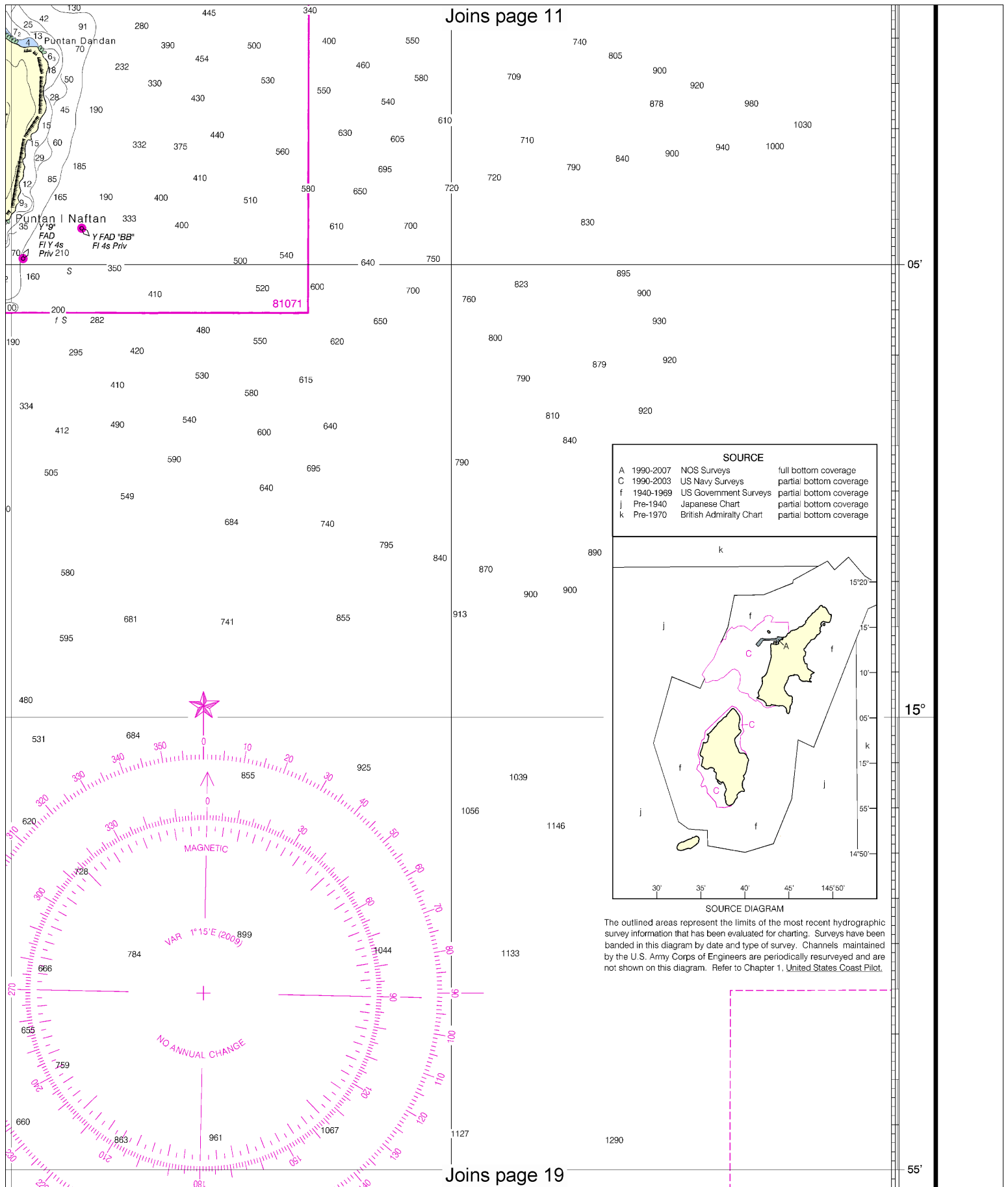
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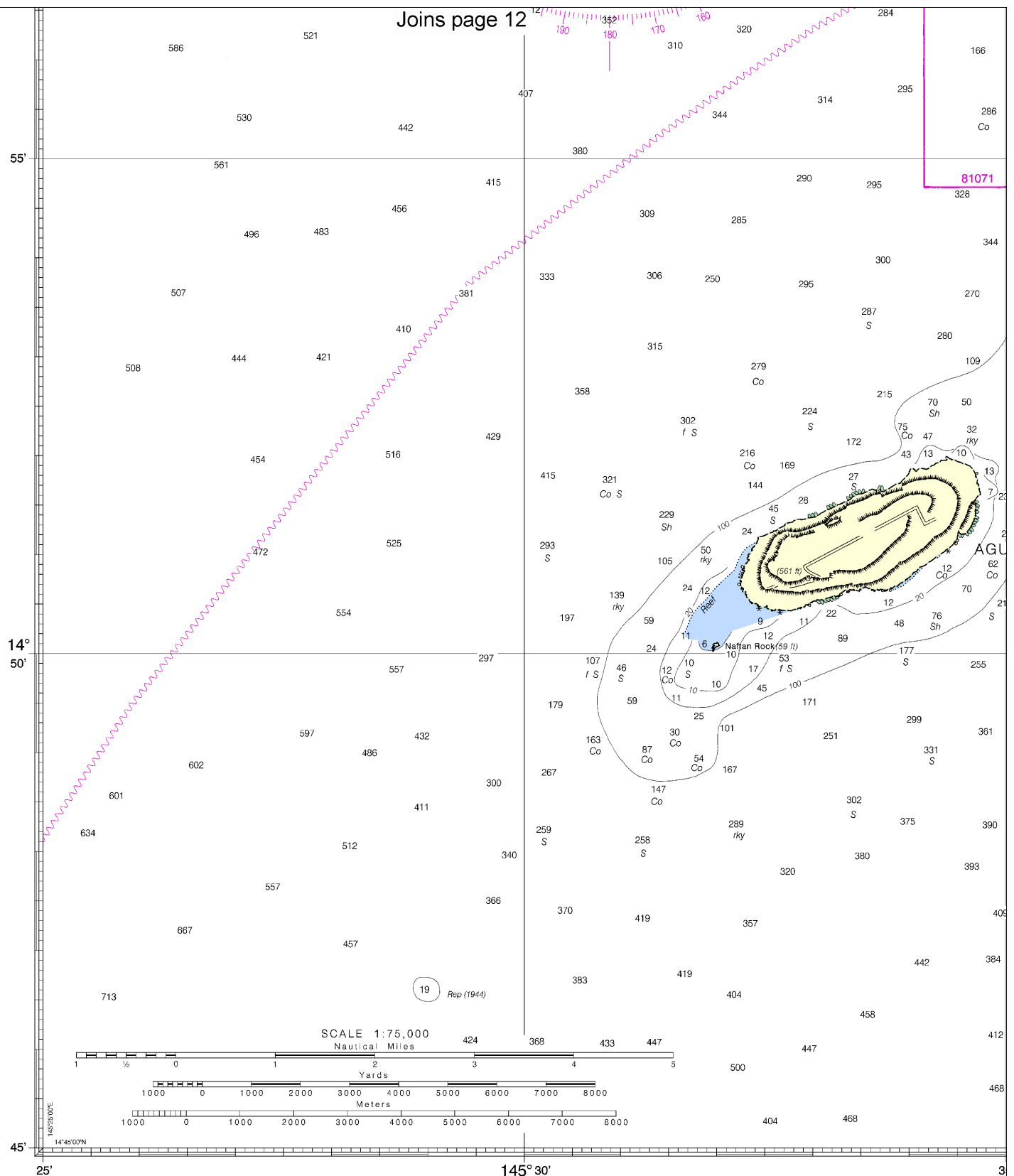
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Y FAD "GG"
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9th Ed., Feb. / 09 ■ Corrected through NM Feb. 14/09
Corrected through LNM Feb. 10/09

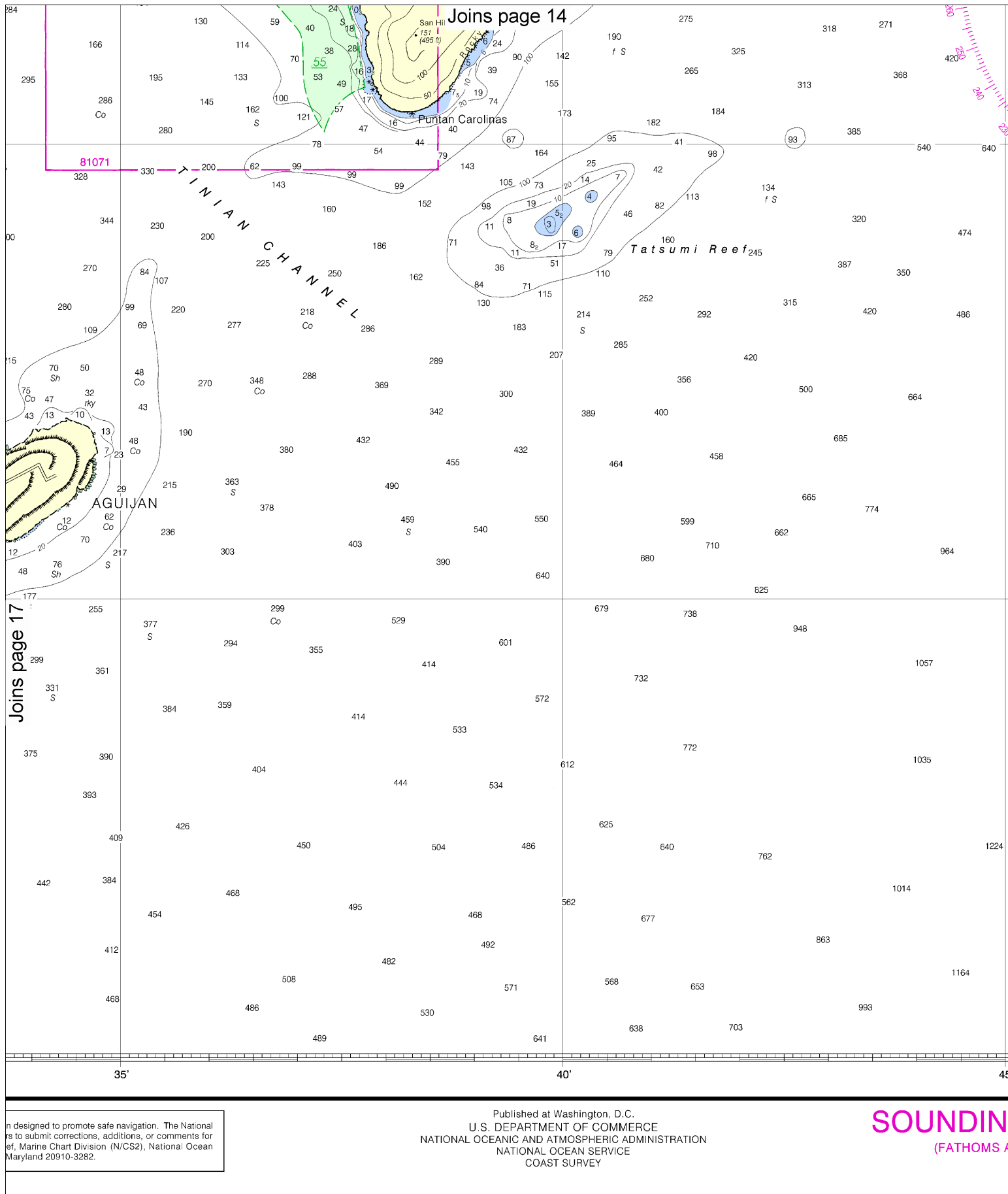
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CAUTION

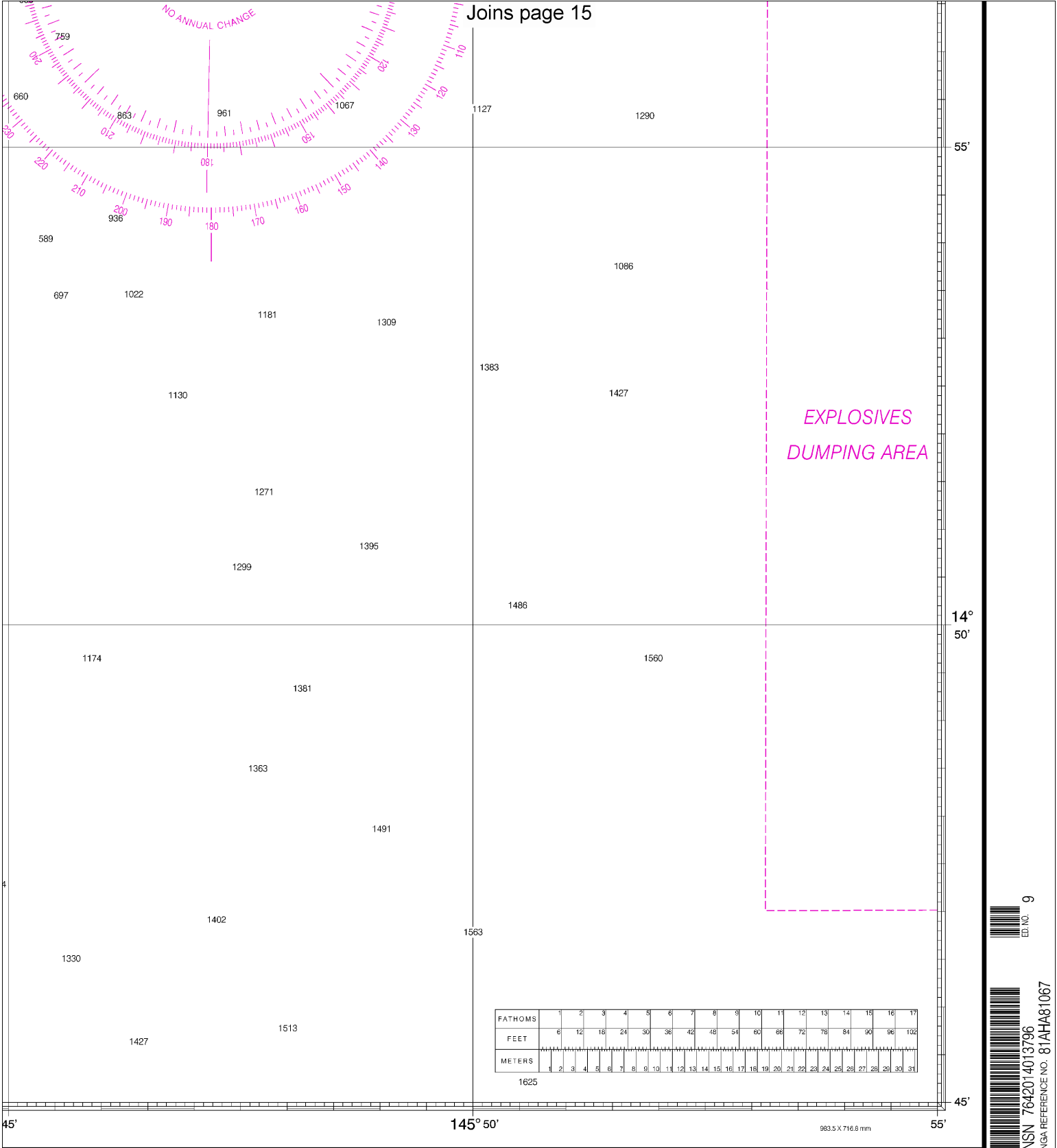
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard and NOAA Ocean Service encourages users to submit corrections, additions, and deletions to improve this chart to the Chief, Marine Chart Division (Nautical Chart Division), NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.



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INGS IN FATHOMS
(AND FEET TO 11 FATHOMS)

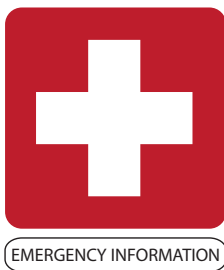
Saipan and Tinian
SOUNDINGS IN FATHOMS - SCALE 1:75,000

81067

ED. NO. 9

NSN 764201 401 3796

NGA REFERENCE NO. 81AH81067



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

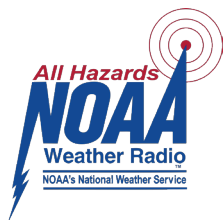
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker